

# FRENCH F4 CHAMPIONSHIP

certified by the FIA

THE 2024 FRENCH F4 CHAMPIONSHIP certified by the FIA

## 2024 OFFICIAL SPORT REGULATION (translation for information)

### ARTICLE 1. ORGANIZATION

**1.1** The French F4 Championship certified by the FIA - 2024 (hereinafter the "Championship"), National Series of the French Motor Sport Federation (hereinafter "FFSA"), is organized by FFSA ACADEMY (*training center for motorsport professions*) under the supervision of the FFSA, with the assistance of:

technical partners:

- Pirelli
- GT2i
- HRX
- Quincaillerie Aixoise

institutional partners:

- Ministry of National Education, Youth and Sports through the Rectorate from the Academy of Nantes and the Lycée Le Mans Sud
- Regional Council of Pays de la Loire, General Council of Sarthe, Le Mans Metropole, through the Mixed Syndicate of the 24 Hours of Le Mans Circuit

These regulations have been registered by the "Fédération Française du Sport Automobile" under organization permit n°C58-2024 dated January 26, 2024

The official language of the French F4 Championship certified by the FIA - 2024 will be French. Only the regulations in their French version will be authentic.

**1.2** The French F4 Championship certified by the FIA - 2024 will take place according to the following calendar:

DATES	CIRCUITS	SUPPORT COMPETITIONS
March 30 to April 1, 2024	NOGARO (32)	Nogaro Easter Race
May 10 to 12, 2024	LEDENON (30)	Lédenon GT SERIES
June 21 to 23, 2024	SPA-FRANCORCHAMPS (BE)	SRO SPEEDWEEK
July 26 to 28, 2024	NURBURGRING (ALL)	Fanatec GT WORLD Challenge EUROPE
August 23 to 25, 2024	MAGNY-COURS (58)	Fanatec GT WORLD Challenge EUROPE
September 13 to 15, 2024	DIJON (21)	FFSA French Circuit Championship
October 4 to 6, 2024	PAUL-RICARD (83)	SRO Racing Festival

The FFSA reserves the right to modify this calendar.

### **1.3 General obligations**

1.3.1 The competitions on the calendar of the French F4 Championship certified by the FIA – 2024 (see article 1.2) are organized in accordance with the requirements of the FIA International Sporting Code (hereinafter “CSI”), the General Prescriptions of the FIA (hereinafter “PG FIA”), the General Prescriptions of the FFSA 2024 (hereinafter “PG FFSA”), the General Agreement Protocol 2024 (hereinafter the “Protocol”), the Standard Circuit Regulations “asphalt” 2024 (hereinafter the “Standard Regulations”), the Technical Regulations and these Sporting Regulations (hereinafter the “Regulations”).

Due to their commitment to a competition on the French F4 Championship calendar certified by the FIA – 2024, all officials, competitors and drivers undertake to comply.

In the event of a difference between the provisions of the CSI and the FIA PGs, the latter will prevail in the competitions of the French F4 Championship certified by the FIA – 2024.

In the event of a difference between the provisions of the CSI and/or the FIA PGs and the FFSA PGs, the latter will prevail in the competitions of the French F4 Championship certified by the FIA – 2024.

In the event of a difference between the provisions of the FFSA PG and the Standard Regulations, it will be the latter which will prevail within the framework of the competitions of the French F4 Championship certified by the FIA – 2024.

In the event of a difference between the provisions of the Standard Regulations and the Regulations, the latter will prevail in the competitions of the French F4 Championship certified by the FIA – 2024.

All points not provided for in these regulations come under the CSI, the FIA PG, the FFSA PG, the Standard Regulations or will appear in the specific regulations for each competition.

1.3.2 The Championship and each of its competitions are governed by the FFSA in accordance with these Regulations. A competition is deemed to start from the scheduled time for the start of administrative and/or technical checks. A competition will be completed at the expiration of one of the following deadlines, whichever is later:

- Deadline for complaint or appeal or end of hearing,
- End of post-competition/event technical checks undertaken.

### **1.4 Terms and conditions**

1.4.1 It is the responsibility of competitors to ensure that all persons concerned by their entry observe all the provisions of the texts provided for in article 1.3.1 of these regulations and of the Organizing Convention.

1.4.2 All persons involved in any way with a car entered or for any other reason in the paddock, pits, pit lane or on the track must carry an appropriate pass at all times. .

1.4.3 During qualifying practices and races during a competition, competitors (*and/or anyone associated with the commitment of a car*) are not authorized to produce or order to produce animated images of competition cars on the track. Any other exceptions to the above must be approved in writing by the FFSA ACADEMY.

Any non-compliance with the above will be reported to the Stewards and may result in the disqualification of the driver concerned from the competition.

## **ARTICLE 2. INSURANCE**

Refer to the Pilot Insurance Protocol.

The organizer of a competition must ensure that all competitors, their staff and their drivers are covered by third-party insurance.

Thirty days before the competition, the organizer must send to its ASN details of the risks covered by the insurance which must comply with the national laws in force. This insurance certificate will be made available to competitors in the language of the country as well as in English.

The third-party insurance taken out by the organizer will supplement, without prejudice, any personal insurance policy held by a competitor or by any other natural or legal person participating in the competition.

## ARTICLE 3. COMPETITORS AND DRIVERS

### 3.1 Licenses

3.1.1 The French F4 Championship certified by the FIA – 2024 is open by invitation to any driver aged 15 or more (*authentic anniversary date*) and holder of one of the following licenses issued by the FFSA:

- International C or D auto license
- National Junior Circuit License (NJC)
- National Junior Circuit F4 License (NJCF4)
- National Competitor Driver License (NCC)

Foreign drivers with a national or international circuit license (*maximum grade C*) of their country will be able to participate in the French F4 Championship certified by the FIA – 2024 under the conditions defined by article 2.3 of the CSI.

Drivers participating in the French F4 Championship certified by the FIA – 2024 must be in possession of a medical certificate (*either included in the license or on an attached document*).

### 3.2 Registrations and commitments

3.2.1 Registration for the French F4 Championship certified by the FIA.....

3.2.1.1 Any driver wishing to participate in the French F4 Championship certified by the FIA – 2024 must send to:

FFSA ACADEMY  
Technoparc des 24 heures – Chemin aux Boeufs – 72100 LE MANS

A registration request, before March 31, 2024 All applications will be studied by the FFSA ACADEMY and accepted or rejected at its sole discretion.

FFSA ACADEMY reserves the right to make a selection from applications sent before this date, subject to availability.

Priority will be given to candidates who will participate in all the competitions of the French F4 Championship certified by the FIA – 2024.

No driver who wins the Championship can participate again in this Championship.

3.2.1.2 Drivers registered for the French F4 Championship certified by the FIA – 2024 must respect in all respects the Protocol that they must have signed with FFSA ACADEMY, under penalty of exclusion from the French F4 Championship certified by the FIA – 2024 The conditions of their participation in the French F4 Championship certified by the FIA – 2024 are specified therein on the basis of a financial participation specified in the Protocol.

3.2.1.3 FFSA ACADEMY reserves the right to examine any application of a particular nature, in particular with the aim of preserving the spirit of the French F4 Championship certified by the FIA – 2024.

3.2.2 Commitment to competition...

Exceptionally, an entry during the season to one or more competition(s) may be accepted by FFSA ACADEMY.

The conditions of this service will be fixed by contract, on the basis of a financial share of €21,000 excluding tax per competition. This participation can only be accepted after observing the pilot during a training day organized by FFSA ACADEMY.

The driver participating in one or more competition(s) of the French F4 Championship certified by the FIA - 2024 will not be able to take points, he will therefore not be able to appear in the ranking of the French F4 championship certified by the FIA - 2024. He will be able to participate in the podium ceremonies of the races in the event that he appears in the first three.

## ARTICLE 4. VEHICLES AND EQUIPMENT

### 4.1 Vehicles admitted

4.1.1 The French F4 Championship certified by the FIA - 2024 will be contested with single-seaters of the Mygale F4 FIA Generation 2 type, equipped with a Renault 1.3L Turbo TCE engine (1,300 cc) under the conditions provided for in these regulations.

The gearbox reference is: SL7514LW026301001.

The maximum noise allowed will be 100 dB. The measurement will be carried out in accordance with the Standard Regulations.

A maximum of 30 cars will be allowed to start each competition.

4.1.2 On-board cameras will be attached to the rollbar of the single-seaters and managed by FFSA ACADEMY.

The driver will be able to collect the videos of each of his sessions to work on his driving at the end of the parc ferme procedure. Under no circumstances will the driver or one of his companions be able to recover his SD card on his own initiative. The images will be the property of FFSA ACADEMY and cannot be distributed in any media without the prior consent of FFSA ACADEMY.

The accident data recorder (ADR) must be installed on the car and be permanently in working order during the Event.

4.1.2 Each driver registered in the French F4 Championship certified by the FIA - 2024 will be allocated a chassis, drawn at random at the start of the season for the entire championship.

In the event of an accident, the hull may be replaced for the next competition. On this chassis, the bodywork elements, identified with its partners, will be fixed.

For all technical articles not mentioned in these regulations, you must refer to the FFSA and/or FIA regulations.

4.1.3 Each driver may only use one vehicle for testing and races in the same competition.

The shell can only be changed following a handling incident by an FFSA ACADEMY worker.

Only one engine will be used per driver during the season. In the event of force majeure, and within the limits of available parts, by decision of the FFSA ACADEMY sports manager and after advice from the technical manager, the engine or gearbox may be changed. No penalty will be given to the driver.

4.1.4 Once a driver has won three (3) races with the same engine during the Championship, the driver concerned will exchange his power unit (*engine + gearbox*) with that of another driver from the championship after drawing lots. This change will take place during the competition following the third victory.

If several drivers are in this situation during a competition, these same drivers will be removed from the draw.

4.1.5 Technical maintenance of the vehicle is ensured by FFSA ACADEMY throughout the competition.

Regarding technical modifications that can be carried out directly by a driver or his attendants, it is specified that:

For the free practice session, the settings will be defined solely by FFSA ACADEMY, except in the case where:

- one or more private test sessions would take place in the week preceding this session,
- this session would take place on a circuit which has already hosted a current Championship competition.

Before the qualifying practice sessions and the races, the driver will be able to choose, subject to validation by his operations manager, several settings from the following panel:

- front and rear anti-roll
- aerodynamics: front wing and rear upper wing

It is specified that these settings must be defined before the practice sessions and races according to the competition schedule. They cannot be readjusted outside the defined time slots (except in the event of climate change and upon validation by the sports manager).

No other technical modification may be made directly by a driver or his companions under penalty of immediate disqualification from the competition.

In the event of unexpected climatic changes depending on the allotted time, the sporting and technical managers of the FFSA ACADEMY reserve the right to change the setup outside the regulatory time.

4.1.6 The weight of the vehicle with its equipped driver at the finish of a session or a race must be at least 560 kg. At the end of each qualifying practice session and races, a minimum of 5 vehicles designated by the competition officials will be weighed in order to show the existing equity.

4.1.7 The engines will be sealed after passing the power bench and validation by ORECA.

## **4.2 Fuel and lubricants - Tires - Equipment**

### **4.2.1 Fuel and lubricants**

Only fuel and lubricants supplied by FFSA ACADEMY will be used during competitions. (*private practice, free practice, qualifying practice and races*).

### **4.2.2 Tires**

#### **Allocation of tires**

Slick tires will be allocated in sets of 6 (3 rear tires and 3 front tires) to each driver at each competition for the qualifying practice session. Except in the event of damage, tires cannot be changed during the session. Right/left tire swapping is authorized for each running session (qualifying practice, race 1, race 2 and race 3) by decision of the driver. This decision must be taken within the deadlines defined by the technical and sporting managers of FFSA ACADEMY. Reversing the tires on the rims is prohibited.

In the event of tire problems noted between the setup fence and the CAD (pre-departure check), the driver must take 6 tires from his allocation and will only be able to change the damaged tire.

The use of "rain" tires will be decided by the technical and sporting managers of FFSA ACADEMY depending on the weather conditions. All management of "rain" tires will be carried out by the technical and sporting managers of FFSA ACADEMY. In all cases, a maximum of 8 tires may be made available to the driver upon decisions of the technical and sporting managers of FFSA ACADEMY

The 4 slick tires used during free practice will be those used during the last running session (qualifying practice, race 1, race 2, race 3) which took place in the dry during the previous competition, with the exception of the first competition of the Championship in accordance with the table below.

In the event that the allocation of slick tires to a competition has not taken place (e.g. rain over the entire weekend), the choice of slick tires used during free practice for the following competition will be made on decision of the technical and sporting managers of FFSA ACADEMY.

COMPETITION N°1					COMPETITION N°2	
Free practice	Qualifying practice	Race 1	Race 2	Race 3	Free practice	Trials qualifiers
"Official test" tires		Set of 6 new tires* n°1			Set of 6 tires new* n°2	

\* except for "rain" tires where the choice to install new tires will be made by decision of the technical and sporting managers of FFSA ACADEMY.

All cases not provided for in these regulations regarding the allocation of tires will fall under the jurisdiction of the technical and sporting managers of FFSA ACADEMY.

#### Spare wheel

In the event that a driver no longer has tires from his initial allocation of 6 tires, a spare wheel may be used in the event of a duly noted puncture or for any other safety reason as decided by the manufacturer Pirelli or, in the event of absence, of the technical and sporting managers of FFSA ACADEMY. This spare wheel will come from the stock of tires from free practice.

In the event of a proven tire defect or mounting fault, a spare wheel with an equivalent level of wear will be allocated to the driver (check with durometer and tire gauge).

#### 4.2.3 Equipment.....

See appendix A.

#### 4.3 Race numbers

FFSA ACADEMY will assign each driver a race number valid for all competitions in the French F4 Championship certified by the FIA – 2024.

Each car must carry its driver's race number as published by the FFSA ACADEMY at the start of the season. The sign with the number, as supplied, cannot be modified without the approval of the FFSA ACADEMY and must be placed on the nose of the car and on the side fins of the rear wing which must not carry any other identification (*unless otherwise provided by the FFSA ACADEMY*).

### ARTICLE 5. ADVERTISING

Refer to the Protocol

### ARTICLE 6. CONDUCT OF COMPETITIONS

#### 6.1 Number of competitions and races

The French F4 Championship certified by the FIA – 2024 will consist of 7 competitions of 3 races each (Race 1, Race 2 and Race 3).

Exceptionally, FFSA ACADEMY may be required to modify the number of races during a competition for specific constraints imposed by the organizer, weather conditions, etc.

All these competitions will take place on circuits approved at least grade 4 FIA.

A competition may be canceled if fewer than 12 drivers are involved.

## 6.2 Officials

The following officials will be nominated by FFSA ACADEMY for the year:

- A race director: Joël DO VALE
- A president of the college of sports commissioners: Nathalie BERNARD
- A technical delegate: Fabrice CATHERINE

Other officials designated by the organizer of each event:

- Two sports commissioners
- An assistant race director (clerk of the course)
- A test secretary
- A chief physician

The Race Director will have full powers for the following matters:

- a) monitoring the progress of the practice sessions and the race, compliance with the timetable and, if it deems it necessary, the formulation of any proposal to the Stewards to modify the timetables in accordance with the Code and the Sporting Regulations,
- b) the stopping of any car in accordance with the Code and the Sporting Regulations,
- c) the interruption of the tests,
- d) the departure procedure,
- e) the use of the safety car,
- f) suspension and resumption of the race.

For the full list of its powers, refer to the Standard Regulations.

## 6.3 Administrative and technical checks

Administrative checks will take place upon invitation from FFSA ACADEMY. Pilots must bring their license, a medical certificate if this is not included with the latter as well as ASN authorization for pilots holding a foreign license.

If a pilot had any medical problem (*allergies, diabetes, chronic illness, etc.*), he must inform the head doctor of the competition/event before taking part in the first private/free practice session. This document must contain the name of the driver and the number of the racing car. Participants suffering from injuries or temporary disabilities are obliged to contact the Chief Medical Officer immediately. The Chief Medical Officer will decide whether the driver in question will be admitted to the Event.

Passes will be given to drivers by the competition organizer during these administrative checks.

Technical checks will be carried out at the earliest the day before the private or free testing session at 4 p.m. All safety equipment will be checked there.

Drivers will be required to attend the race direction briefing which will take place before the free practice session.

## 6.4 Instructions and communications to competitors

The Stewards or the Race Director may give instructions to competitors by means of special circulars. These circulars will be distributed to all competitors who must acknowledge receipt.

Any decision or communication concerning a particular competitor should be communicated to him within twenty-five minutes of this decision, and he must acknowledge receipt.

Official instructions and communications may also be given to competitors via a dedicated radio channel or the timing screens.

## 6.5 Pit area

Refer to article 6.3 of the 2024 Standard Regulations.

## 6.6 General security

Official instructions will be transmitted to pilots using signals provided by the CSI. Competitors must not use flags or lights similar to these in any manner.

6.6.1 Drivers are strictly prohibited from driving their car in the opposite direction to that of the race, unless this maneuver is absolutely necessary to move the car away from a dangerous position, and in accordance with the instructions of the marshals. of track. A car can only be pushed away from a dangerous position, as indicated by the track marshals.

6.6.2 Any driver intending to leave the track or return to his stand or paddock area will indicate this intention in good time, and will ensure that he can do so in complete safety.

6.6.3 During free practice, qualifying practice and races, drivers must only use the track and at all times respect the provisions of the CSI relating to circuit driving.

Except as a result of their conduct on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface.

6.6.4 A driver who abandons his car must leave it in neutral with the steering wheel in place.

Repairs can only be carried out on a car in the paddock, pits or on the grid.

Refueling is not permitted during qualifying practices or races.

Except in cases expressly authorized by the CSI or these Sporting Regulations, no one, except the driver, may touch a stopped car unless it is in the paddock, in the garage allocated to the team, in the pit lane or on the starting grid.

6.6.5 A car may not reverse into the pit lane at any time under its own power.

At no time may a car be driven in a manner that is unnecessarily slow, erratic or deemed potentially dangerous to other drivers or any other person. This will apply whether the car is driven on the track, into the pit entrance or into the pit lane.

During the periods starting five minutes before and ending five minutes after each practice session, as well as during the period between the start of the formation lap which directly precedes the races and the moment when the last car enters the Parc Fermé, no one is allowed on the track, entering or exiting the stands except:

- a) track marshals or other personnel authorized in the exercise of their functions;
- b) pilots when driving or on foot, after having previously received authorization from a track marshal;
- c) FFSA ACADEMY personnel pushing a car or removing equipment from the grid after the cars able to do so have left the grid to complete the formation lap;
- d) FFSA ACADEMY personnel when assisting track marshals in moving a car from the grid after the start of the race;
- e) FFSA ACADEMY personnel working on a car on the grid during a suspension of the race.

During a race, the engine can only be restarted using the starter, except:

- a) in the pit lane or in the garage allocated to the driver where the use of an external starting device is permitted, or
- b) under the conditions provided for in the departure procedure.

6.6.6 Drivers taking part in testing and racing must always wear the clothing, underwear, helmet, and FIA approved head restraint device (HANS/FHR System) specified in Appendix L of the Code .



- 6.6.7 If a driver experiences serious mechanical problems during practice or a race, he must evacuate the track or return to his pit as soon as it is safe to do so.
- 6.6.8 The car's rear rain light must be on permanently when it is driving on a track declared a "wet track". It will be up to the race director to decide whether the driver must stop due to a faulty light. If the car is stopped for this reason, it will be able to resume the race once the anomaly has been repaired.
- 6.6.9 Animals, except those expressly authorized by the security services, are prohibited in the pit area, on the track and in all areas reserved for spectators.
- 6.6.10 The race director or chief doctor may request a driver to undergo a medical examination at any time during a competition/event.
- 6.6.11 Failure to comply with the general safety conditions of the CSI, or these sporting regulations, may result in disqualification from the competition for the car and driver concerned.

## **6.7 Pilot driving**

- 6.7.1 The driver must drive the car alone and without assistance.
- 6.7.2 Respect of the race route  
Refer to article 6.2.2 of the Standard Regulations.
- 6.7.3 Only one line change is allowed for position defense. If the driver returns to the racing line after having defended his position outside it, he must leave at least the width of one car between the edge of the track and his own car when approaching the turn.
- 6.7.4 A driver defending his position in a straight line and before a braking zone may use the entire width of the track once, provided that no significant part of the car attempting to overtake him is already engaged. While defending himself in this way, the pilot cannot leave the track without justifiable reason. For the avoidance of doubt, any part of the front wing of the car attempting to overtake that is adjacent to the rear wheel of the car traveling in front will be considered a "significant part".
- 6.7.5 Any maneuver likely to disturb other drivers, such as deliberately pushing a car off the track or making a sudden change of direction, is not authorized.
- 6.7.6 As soon as a driver finds himself one lap behind during a race, he must let the cars catching up with him pass at the first possible opportunity. If the overtaken driver does not do so, waved blue flags will be displayed to signal him that he must let the faster driver pass.

## **6.8 Trials**

It is strictly forbidden to participate in any driving (testing, training, competition, sporting event, etc.), as a driver/pilot or passenger, on all or part of the circuits hosting the French F4 Championship certified by the FIA – 2024 (*driving sessions organized by FFSA ACADEMY are not affected by this ban*) after the **March 4, 2024** and this, until the day of the competition and on all types of cars.

In the event that a driver completes a double championship and participates in a run, as mentioned above, on all or part of a circuit of the French F4 Championship certified by the FIA – 2024 in contravention of the rule stated above, he may, provided he has notified FFSA ACADEMY before the offense and obtained its agreement, be authorized to participate in the race of the French F4 Championship certified by the FIA – 2024 on this circuit but will be transparent in the classification. He won't be able to take a point. He will be able to participate in the podium ceremonies of the races if he appears in the first three.

As a general rule, all drivers admitted to the start must take part in the free practice session which will take place at the earliest the day before the qualifying practice, and at the latest 5 hours before the first timed practice session. This session will last 30 minutes.

### 6.8.1 Qualifying tests.....

All drivers admitted to the start will be required to take part in the qualifying practice session lasting 25 minutes.

Refer to article 7.1 of the Standard Regulations.

### 6.8.2 Constitution of the starting grid..

In the case of a competition comprising 3 races:.....

The starting grid for Race 1 will be established based on the best time of each driver from the qualifying practice session.

The starting grid for Race 2 will be established based on each driver's best time from the qualifying practice session, with a reversal for the top 10.

The starting grid for race 3 will be established based on race 2<sup>th</sup> best time of each driver in the qualifying practice session.

In the case of a competition comprising 2 races:.....

The starting grid for Race 1 will be established based on the best time of each driver from the qualifying practice session.

The starting grid for race 2 will be established based on race 2<sup>th</sup> best time of each driver in the qualifying practice session.

In any case, if a driver cannot obtain official times (*breakdown or exit from the track at the start of the session*), a request will be made to the college of sports stewards so that he can start in the last row for races 1, 2 and 3 (and for races 1 and 2 in the context of a competition comprising 2 races) .

## 6.9 **Race**

### 6.9.1 Number and duration of races.

The competitions of the French F4 Championship certified by the FIA – 2024 will generally be composed of 3 races. Each race will last 20 minutes plus one lap. (*As part of a competition planned over 2 races, their duration will be 25 minutes + 1 lap minimum*).

The departure of the 1<sup>st</sup> race will take place at least 5 hours\* after the end of the qualifying practice session. The departure of the 2<sup>nd</sup> race will take place at least 5 hours\* after the end of the first race. The departure of the 3<sup>rd</sup> race will take place at least 5 hours\* after the end of the second race.

\* 5 hours which can be reduced to a minimum of 4.5 hours, subject to agreement from FFSA ACADEMY.

### 6.9.2 Starting grid.....

The 1-1 shifted grid will be applied. However, the college of sports commissioners for the competition may decide to apply any other grid system, particularly due to the configuration of the circuit.

### 6.9.3 Departure procedure

Refer to article 7.3.1.4.1 of the Standard Regulations

### 6.9.4 Safety car.....

Refer to article 7.3.3 of the Standard Regulations

### 6.9.5 Stopping a race and starting again.....

Refer to appendix 1 of the Standard Regulations

- . If it proves necessary to suspend the race due to congestion on the circuit, following an accident, or because weather or other conditions make it dangerous to continue, the race director will order that red flags are displayed at all track marshals' posts, and that lights are lit on the starting line.
- . As soon as the signal to suspend the race is given, overtaking will be prohibited, the pit exit will be closed and all cars will have to advance slowly on the fast lane of the pit lane where they will have to stop in single file.
- . If the car leading on the track is not first in line, all cars located between this car and the red flag line will receive a signal telling them to make another lap after the three-minute signal, before the race resumes.
- . If cars are unable to return to the pit lane because the track is blocked, they will be returned to the pit lane, and once the track is clear, the cars will be placed in the order they were in before the pit lane. stopping the race. These cars will be allowed to resume racing.
- . The Safety Car will then be driven to the front of the pit lane exit. During the suspension of the race:
  - A. The race will be suspended, the timing will stop. The race will restart behind a safety car for the remaining time. If necessary, with the approval of the promoter, the panel of commissioners may reduce the racing time to respect the timetable.
  - B. The cars will be in closed park mode
  - C. It will only be possible to intervene on the cars after notification from the race director, and after they have stopped behind the red flag line or returned to the pits. But this work should not hinder the resumption of the race
  - D. All refueling is prohibited, even if a car was already at the entrance to the pits, or in the pit lane, when the signal to suspend the race was given
  - E. Orders concerning possible driver changes will be given by the Race Director and/or the College of Stewards, on the timing monitors, or by radio.
- . All cars are required to obey the instructions of the track marshals.

#### 6.9.5.1 Resumption of the race

- . The delay will be as short as possible. As soon as the race restart time is known, competitors will be informed via the timing monitors. In all cases, they will be warned at least five minutes before the signal is given.  
Signals will mark the five minutes, three minutes, one minute and fifteen seconds, before the race resumes. Each of these signals will be accompanied by an audible signal.
- . After the "three minutes" signal, which will depend on the expected lap time, all cars, between the red flag line and the leading driver, will be instructed to complete another lap, without overtaking, and to rejoin the line of cars behind the Safety Car.
- . When the "one minute" signal is given, the engines must be started, and all team personnel must leave with all equipment, and before the "15 seconds" signal is given.
- . In the event that a driver needs help, after the "15 seconds" signal, he must indicate this to the track marshals and, as soon as the rest of the cars able to leave the grid have done so, the marshals will be ordered to push the car onto the pit working lane. In this case, track marshals, equipped with yellow flags, will stand next to the car (or cars) concerned to warn the drivers arriving behind.
- . The race will resume behind the safety car when the green lights are on. The Safety Car will enter the pits after one lap, unless:
  - A. all the cars are not yet lined up behind the safety car,
  - B. team personnel have not yet evacuated the pit lane
  - C. another incident occurs requiring another intervention.

- . When the green lights are on, the safety car will leave the pit lane, followed by all cars, in the order in which they stopped behind the red flag line, and at a distance of less than five car lengths .
- . Overtaking during this lap is only permitted if a car is delayed leaving the red flag line, and the cars behind it cannot avoid overtaking it, without delaying the rest of the field too much. In this case, the drivers will only be able to overtake to restore order before the race is suspended.
- . Any driver delayed in leaving the pits may not pass another moving car if he has remained stationary after all other cars have crossed the pit exit line. He must then place himself at the back of the line of cars behind the safety car. If several drivers are involved, they must place themselves at the back of the peloton, and in the order in which they left the pits.
- . One of the penalties will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtakes another car during the lap.
- . If the race cannot resume, the results will be those obtained at the end of the penultimate lap preceding the lap during which the signal to suspend the race was given.

#### 6.9.6 Arrival..

The end of race signal will be given on the Line as soon as the leading car has covered the entire distance of the race.

If the end of race signal is given, for whatever reason, before the leading car has completed the prescribed number of laps, or the prescribed time has elapsed, the race will be considered finished when the leading car has crossed the Line for the last time before the signal was given. If the end of race signal is delayed for any reason, the race will be considered to have ended when it should have ended.

After receiving the end of race signal, all cars must go directly to the Parc Fermé at the end of the race, without unnecessary delay, without receiving any object whatsoever, and without any assistance (*except that of the track marshals, if necessary*).

Any classified car unable to reach the Parc Fermé at the end of the race by its own means will be placed under the exclusive control of the track marshals, who will take the car to the Parc Fermé.

The memory cards from the on-board cameras will be collected at the end of the race and will be made available to the college of the sports commissioner until the end of the protest period.

At the finish of each race, the first three drivers must be present on the podium.

#### 6.10 Display

All rankings and results of practice and races, as well as all decisions of officials, will be displayed on the official notice board, which may be virtual. In case of posting on the official notice board and virtual notice board, the time of posting on the official notice board shall prevail.

### ARTICLE 7. INCIDENTS DURING THE RACE

Refer to article 8 of the Standard Regulations.

### ARTICLE 8. ENTRANCE TO THE STANDS, WAY TO THE STANDS AND EXIT FROM THE STANDS

The section of track between the first safety car row and the start of the pit lane will be called the "pit entrance".

The section of track between the end of the pit lane and the second safety car row will be called the "pit exit".

It is obligatory to leave the pit lane and rejoin the track without endangering or disturbing other participants. It is strictly forbidden to cross the white line when leaving the pits with any part of a car.

The pit lane will be divided into two lanes. The lane closest to the pit wall will be called "the fast lane", the lane closest to the pits will be called "the inside lane".

Except when cars are exiting the pit lane, under the starting procedure and race suspension articles, the inside lane is the only area where work on a car is permitted. However, no intervention may be carried out in the fast lane if it is likely to hinder other cars trying to leave the pit lane.

Unless a car is pushed onto the grid at any time during the start procedure, cars may only be driven from the driver's assigned garage to the pit exit.

All cars driven to the end of the pit lane before the start or re-start of a practice session, or all cars instructed to stop at the pit exit during a period of intervention of the safety car, must form a line in the fast lane and leave in the order in which they arrived in this lane unless another car is excessively delayed.

Any driver required to start the race from the pit lane will not be able to drive his car from his allocated garage until the 5 minute signal has been given and will have to stop in line in the fast lane. In these circumstances, interventions on cars in the fast lane will be authorized but these will be limited to:

- a) starting the engine and any preparation directly related to it;
- (b) the installation or removal of permitted cooling devices or heating appliances;
- c) modifications made for the comfort of the pilot;
- d) changing wheels if there is a change in climatic conditions.

Other than drying, sweeping or depositing gum as cars leave their position in the pits, competitors are not permitted to attempt to increase the grip of the pit lane surface unless there is a problem. has become clear and has been resolved with the agreement of the Race Director.

At no point may competitors paint lines on the pit lane.

Except as specified above, no equipment may be left on the expressway. A car will only be able to enter or remain in the fast lane if its driver is seated behind the wheel in the normal driving position, even if the car is pushed.

All pressurized air cylinders and related hoses in the pits must be stored securely and may only be brought into the pit lane immediately before they are needed to work on a car. They must be removed as soon as the work is completed. No pressurized air cylinder may be attached to the body of any team personnel.

- a) It is the responsibility of FFSA ACADEMY to release a car from its garage or pit stop position only when it can do so safely. FFSA ACADEMY must also provide a means to clearly indicate, when viewed from the front of the car, when the car has been released.
- b) If it is deemed that a car has been released into dangerous conditions during a practice session, the Stewards may move the driver back on the grid by as many places as they deem appropriate.
- c) If it is deemed that a car has been released in unsafe conditions during a race, a penalty will be imposed on the driver concerned.
- d) An additional penalty will be imposed on any driver who, in the opinion of the Stewards, continues to drive a car knowing that it has been released in dangerous conditions.

In all cases above, a car is deemed to have been released when it has been driven out of its designated garage area (exiting the garage) or after it has completely left its pit stop position at following a pit stop.

Starting an engine with an external device will be considered work on the car, therefore this work will not be permitted in the pit lane.

Cars may not enter the pit lane until the pit exit is open at the start or re-start of each practice session. Additionally, no car may be moved into the slow lane to a location that is closer to the pit exit than the garage assigned to the team concerned.

All pit lane garage doors must remain open during all practice sessions.

In exceptional circumstances, the Clerk of the Course may request that the entrance to the pits be closed during the race for safety reasons. During these periods, drivers will only be able to enter the pit lane if essential and completely obvious repairs need to be made to the car.

Refer to article 6.3 of the Standard Regulations.

## ARTICLE 9. PENALTIES

Any infraction during a competition, whatever its nature, or any attitude not consistent with the proper conduct of the French F4 Championship certified by the FIA – 2024 will be examined by the college of sports stewards who may impose a sanction of up to 'to disqualification from the competition in question. In the event of disqualification, the college of sports stewards may, if it deems it useful, send a request for suspension or exclusion to the driver's ASN.

Refer to article 8 of the Standard Regulations.

## ARTICLE 10. COMPLAINTS AND APPEALS

Refer to articles VII and VIII of the PG FFSA.

Complaints and appeals will be limited to sporting facts as well as engine and electronic management.

## ARTICLE 11. ATTRIBUTION OF POINTS – RANKINGS

### 11.1 Race classification procedure

Refer to articles 9.2 and 9.3 of the Standard Regulations.

### 11.2 Point allocation

11.2.1 The races of the French F4 Championship certified by the FIA – 2024 will result in the following points being awarded:

As part of a competition comprising 3 races:

*For races 1 and 3:*

At 1 <sup>st</sup> : 25 points	At 6 <sup>th</sup>	: 8 points
At 2 <sup>nd</sup> : 18 points	At 7 <sup>th</sup>	: 6 points
At 3 <sup>rd</sup> : 15 points	At 8 <sup>th</sup>	: 4 points
At 4 <sup>th</sup> : 12 points	At 9 <sup>th</sup>	: 2 points
At 5 <sup>th</sup> : 10 points	At 10 <sup>th</sup>	: 1 point

For race 2:

At 1 <sup>st</sup> : 15 points	At 5 <sup>th</sup> : 6 points
At 2 <sup>nd</sup> : 12 points	At 6 <sup>th</sup> : 4 points
At 3 <sup>rd</sup> : 10 points	At 7 <sup>th</sup> : 2 points
At 4 <sup>th</sup> : 8 points	At 8 <sup>th</sup> : 1 point

In the event that the signal for the start of one of the three (3) races is not given by the Race Director, in particular for the circumstances mentioned in article 6.1 of these regulations, the allocation of points will be made, also, in accordance with the preceding tables.

As part of a competition comprising 2 races:

For races 1 and 2:

At 1 <sup>st</sup> : 25 points	At 6 <sup>th</sup> : 8 points
At 2 <sup>nd</sup> : 18 points	At 7 <sup>th</sup> : 6 points
At 3 <sup>rd</sup> : 15 points	At 8 <sup>th</sup> : 4 points
At 4 <sup>th</sup> : 12 points	At 9 <sup>th</sup> : 2 points
At 5 <sup>th</sup> : 10 points	At 10 <sup>th</sup> : 1 point

If a race is stopped in accordance with Appendix 1 of the Standard Regulations without being able to be restarted, no points will be awarded if the leading driver has completed two laps or less at the time of the stoppage, half the points will be awarded if the leading driver has completed more than two laps but less than 75% of the scheduled time at the time of the stop and full points will be awarded if the leading driver has completed more than 75% of the racing time.

No points will be awarded if all laps have been completed behind the Safety Car.

#### 11.2.2 In the case of a competition comprising 3 races:

The driver having achieved the best time in qualifying practice (pole position) for race 1 will be awarded 1 additional point.

The driver who performed the best 2<sup>th</sup> time of qualifying practice and who starts in first position (pole position) on the starting grid for race 3 will be awarded 1 additional point.

In the case of a competition comprising 2 races:

The driver having achieved the best time in qualifying practice (pole position) for race 1 will be awarded 1 additional point.

The driver who performed the best 2<sup>th</sup> time of qualifying practice and who starts in first position (pole position) on the starting grid for race 2 will be awarded 1 additional point.

In the event that two (2) drivers achieve the same time during qualifying practice, the driver who achieved the time first will benefit from the best place and the additional point if applicable.

#### 11.2.3 During each race, the driver with the best time in the race will be awarded 1 additional point.

In the event that two (2) drivers achieve the same time, the driver who achieved the best time first will score the point.

#### 11.2.4 The driver entered in the competition (*see article 3.2.2 of these regulations*) will not score any points in the competition.

In the event that the driver entered in the competition achieves the best time in qualifying practice and/or the best 2<sup>th</sup> qualifying practice time allowing him to start in pole position (article 11.2.2 of these regulations) and/or the best lap during a race (article 11.2.3 of these regulations), no points will be awarded to any driver.

### **11.3 Final ranking**

The final ranking of the French F4 Championship certified by the FIA – 2024 will be established by retaining for each driver all the points scored during the competitions included in the calendar (article 1.2 of these regulations) which have been organized.

If two drivers finish the season with the same number of points, the title of French F4 Champion certified by the FIA will be awarded:

- To the driver with the greatest number of 1<sup>st</sup> place.
- If the number of 1<sup>time</sup>place is identical, the title of French Champion will be awarded to the driver with the greatest number of 2<sup>nd</sup> place.
- If the number of 2<sup>nd</sup> place is identical, the title of Champion of France will be awarded to the driver with the greatest number of 3<sup>th</sup> place.
- If the number of 3<sup>th</sup> place is identical, the title of Champion of France will be awarded to the driver with the greatest number of 4<sup>th</sup> place.

Drivers ranked in the top three of the French F4 Championship certified by the FIA – 2024 will be required to participate in any award ceremonies or sporting festivities to which they may be invited.

## **ARTICLE 12. STAFFING**

FFSA ACADEMY will award a maximum overall prize of 100,000 Euros excluding tax according to criteria defined in the Protocol binding the pilot to FFSA ACADEMY.

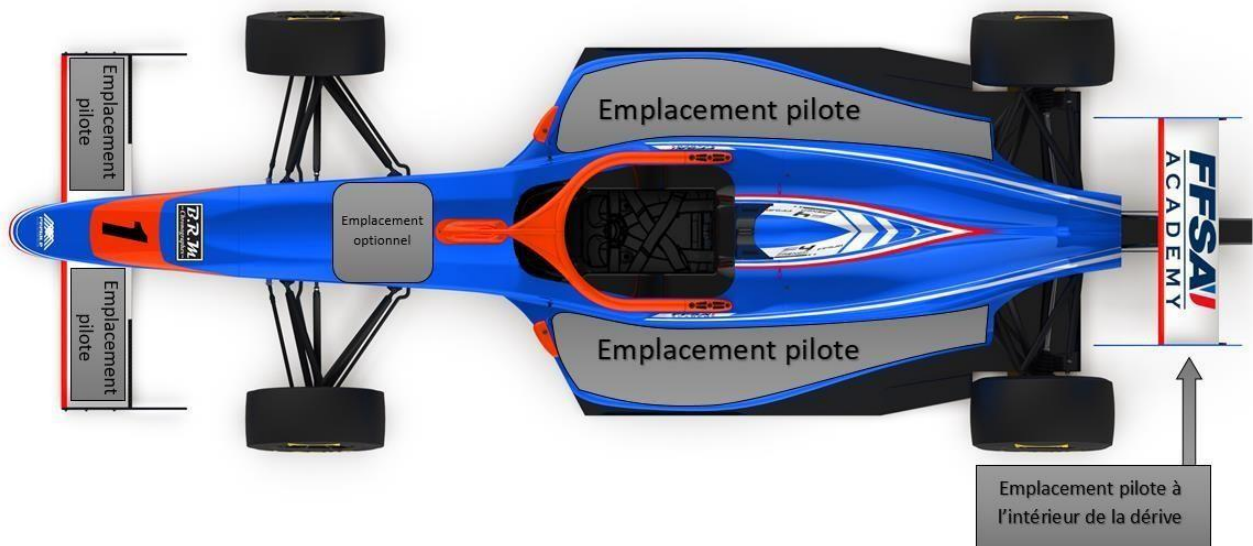
Conditions of engagement (*choice of structure, partners, etc.*) will be defined in a contract established by FFSA ACADEMY and submitted for signature by the driver.



**APPENDIX A: PILOT EQUIPMENT**

<b>Sports Regulations</b>		
<i>Equipment</i>	<i>FIA standard</i>	<i>FIA regulations</i>
Helmet	FIA Standard 8859-2015 FIA Standard 8860-2004 FIA Standard 8860-2010 FIA Standard 8860-2018 FIA Standard 8860-2018- ABP	Article 1 "Helmet" Chapter III "Pilot equipment" Appendix L - CSI
Fire resistant clothing	FIA Standard 8856-2000 FIA Standard 8856-2018	Article 2 "Fire-resistant clothing" Chapter III "Pilot equipment" Appendix L - CSI
Frontal head restraint system	FIA Standard 8858-2002 FIA Standard 8858-2010	Article 3 "Frontal head restraint system" Chapter III "Pilot equipment" Appendix L - CSI
Safety harness	Standard FIA standard 8853/98 FIA Standard 8853-2016	Article 4 "Safety harness" Chapter III "Pilot equipment" Appendix L - CSI  Article 14.4 of 274 annex J

ANNEX B: ADVERTISING LOCATIONS (vehicle)



- Any exceeding of the allocated zone is strictly prohibited.
- FFSA ACADEMY reserves the right to remove any marking which is not correctly installed, damaged, or whose condition is detrimental to the aesthetics of the single-seater.

**PILOT suit**



Space reserved for the DRIVER

**Helmet**

